

AMENDMENTS TO THE CLAIMS

Please cancel claim 2 without prejudice or disclaimer of its underlying subject matter.

Please amend the claims as follows.

1. (Currently amended) A pneumatic tire, comprising:

a carcass layer arranged between a pair of left and right bead portions; and

an inner liner layer provided on an inner side of the carcass layer,

wherein volume adjusting members are intermittently arranged between the carcass layer and the inner layer in the bead portions in a tire circumferential direction so as to change a sectional shape of a closed space formed between the tire and a wheel in the tire circumferential direction, and

wherein the volume adjusting members are arranged at equal intervals in the tire circumferential direction.

2. (Canceled)

3. (Original) The pneumatic tire according to claim 1, wherein the volume adjusting members are made of rubber compositions and set in a range from 1 mm to 10 mm in thickness.

4. (Previously presented) A method for manufacturing a pneumatic tire, comprising the steps of:

intermittently crimping volume adjusting members on both side sections of a sheet inner liner material in a longitudinal direction thereof beforehand;

winding the inner liner material on an outer peripheral side of a forming drum;

winding a sheet carcass material on an outer peripheral side of the inner liner material;

forming an unvulcanized tire containing the inner liner material and the carcass material; and

vulcanizing the unvulcanized tire,

wherein the volume adjusting members are intermittently arranged in a tire circumferential direction between the inner liner material and the carcass material.

5. (Canceled)

6. (Original) The method for manufacturing a pneumatic tire according to claim 4, wherein the volume adjusting members are made of rubber compositions and set in a range from 1 mm to 10 mm in thickness.

Please add the following new claim.

7. (New) The method for manufacturing a pneumatic tire according to claim 4, wherein the volume adjusting members are arranged at equal intervals in the tire circumferential direction.